

SPECIFICATION AMENDMENTS

Please amend paragraphs 0026, 0030, and 0033 of the substitute specification as follows.

[0026] Figure 2 is a horizontal transverse section through a seat back of a motor vehicle seat of the invention at the elevation of a transverse traverse along line II-II of Figure 1.

[0030] The seat back 1 and the head support 2 are characterized by the following properties, each of which contributes to the head and upper body of the vehicle passenger in the event of an accident making contact because of the rearward movement of the passenger due to the accident at about the same time on the seat back 1 and the head ~~rest~~ support 2, so that there is no relative movement between the head and upper body. The head support 2 is positioned so far forward in relation to the seat back support, especially the transverse traverse 3, that independent of which position the seat back 1 and/or head support 2 assume/assumes, the area of the head support 2 pointing forward is always positioned in front of the transverse traverse 3. In Figure 1 the distance between the head support 2 and the transverse traverse 3 is shown by the vertical parallel auxiliary lines a and b. The forward-pointing part 2" of the head support 2 manifests an area **[[9]]** with a basically flat surface, a type of impact plate 9. This impact plate 9 guarantees a two-dimensional contact for the head

independent of the possible contact location on the head support 2, whereby an uncontrolled rolling away of the head is prevented and retention in a safe position is aided. The edge area of the head support 2 is constructed in a rounded manner, in order to prevent an injury in the event of an impact on this area.

[0033] The connection element 6 is constructed in a curved manner. Its curve points in the direction of the vehicle passenger. The radius of the curve is selected to be relatively large, for example 850 mm. The radius of the connection element 6 and the arrangement of the connection element 6 on the seat back 1 is so selected that, independent of the position of the seat back 1 - namely - regardless of how much it is inclined to the front or rear or at what height it is set, the head support 2 is also so positioned, relative to the seat ~~back support 3~~ back 1, that in the event of an impact it catches the head at about the same time as the seat back 1 catches the upper body. That means, in other words, that the head support 2 is always positioned in front of the seat ~~back support 3~~ back 1; thus between auxiliary lines a and b there is always a separation. The radius can even be so selected that the further the seat back 1 is inclined to the rear, the further forward the head support 2 moves relative to the seat ~~back support 3~~ back 1. That has the advantage that, for large persons who naturally adjust the seat back 1 relatively far to the rear and who also naturally experience a greater acceleration in an accident, the head is caught further forward.